

### Amendments to the Specification:

Applicant requests that several paragraphs in the original specification be replaced as follows:

On page 4 of the original specification, under the section titled, "*Description of the Preferred Embodiment*," paragraph 1, please make the following changes:

The cargo liner **10** as shown in **Figure 1**, is preferably the size selected to fit the cargo area of a motor vehicle. This cargo area may be the bed of an open or enclosed truck or sport utility vehicle, the floor of the trunk of a conventional sedan, and in smaller sizes, the floor area of either the front or rear passenger compartment of a motor vehicle. A wide variety of sizes of cargo liners **10** may be manufactured, likewise having a wide variety of shapes corresponding to the shape of the area to be protected. In addition, the perimeter **11** of cargo liner **10** may be contoured so that the overall ~~planiform~~ planform of cargo liner **10** corresponds to the ~~planiform~~ planform of the cargo area in which the cargo liner **10** is placed.

On page 5 of the original specification, under the section titled, "*Description of the Preferred Embodiment*," paragraph 3, please make the following changes:

**Figure 2** is a cutaway view of a section of the cargo liner showing a section of the floor ~~12-a~~ 12, a section of the wall **14**, and of the sleeve **20**. Captured within sleeve **20** is a flexible and coilable resilient frame **22**, preferably manufactured as a relatively thin strip of metal material, such as spring steel. Frame **22** when uncoiled is of an identical size to the maximum outer dimension of cargo liner **10** in its unfolded configuration as shown in **Figure 1**. By utilizing a spring steel frame **22** captured within sleeve **20** and surrounding floor **12**, it will be seen that when the cargo liner **10** is in its

unfolded configuration, frame 22 will urge the outer perimeter 11 of cargo liner 10 to its full and unfolded configuration, placing a predetermined amount of tension on the sleeve 20, which in turn, places tension on floor 12, rendering the cargo liner relatively flat while still flexible. Preferably, sleeve 20 is sewn or otherwise attached to floor 12, and the lower edge 18 of wall 14 is secured by stitching or comparable methodologies to the upper edge of sleeve 20. Preferably, the material for wall 14 is of sufficient resilience to ~~prevent~~ permit the wall to be readily folded as further described herein, but at the same time wall 14 is of sufficient stiffness as to permit wall 14 to remain substantially upright when the cargo liner 10 is in its unfolded configuration as shown in **Figure 1**.

On pages 6-7 of the original specification, under the section titled, "*Description of the Preferred Embodiment*," paragraph 5, please make the following changes:

Because the spring steel frame 22, in its coiled configuration as shown in **Figure 3C** has a tendency, when not restrained, to return to the unfolded configuration shown in **Figure 1**, it is desirable to secure the three coils 30, 32 and 34 together. This may be done by simply tying the folded cargo liner with suitable securing ties, or by storing the folded liner in a ~~portable enclosure 60~~ container 40, such as shown in **Figure 4**. **Figure 4** depicts the folded cargo liner 10 ready to be placed in container 40. Container 40 is typically in the form of a flexible flat bag-like container, such as a knapsack. Preferably, container 40 is provided with a closure 44, such as a zipper, and one or more carrying straps 42. Placement of the folded cargo liner 10 into the ~~bag~~ container 40, followed by closure of the closure 44 serves to restrain the cargo liner 10 from unfolding. Container 40 provides protection to the folded cargo liner 10, in addition to rendering it easily transportable.